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Section III: REMARKS

It is respectfully requested that the changes as noted above in Sections I and II be made to the present application.

In the above-referenced Office Action, which was mailed on 4/21/2005, the Abstract was objected to as containing the "means" word. As herein amended, the term "means" has been changed to "devices" and the amended Abstract as herein presented is now believed to be in condition for allowance.

Next, claims 23-24 and 27-29 were allowed and claims 25 and 26 were objected to, with the suggestion of changing "average traffic segment flow rates" and "average segment flow rates", respectively in those claims, to "average segment traffic flow rates". As herein amended, the noted amendments have been made and claims 25 and 26 are believed to be in condition for allowance.

Thus, it is submitted that claims 23-29, as herein presented, are believed to be in condition for allowance, an early notice of which is hereby requested. If any outstanding issues remain, the Examiner is invited to contact the undersigned at the telephone number indicated below. The Examiner's attention to this matter is greatly appreciated.

Respectfully submitted,

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29. (Previously Amended) The method as set forth in claim 25 wherein said recalculating is accomplished whenever predetermined changes are detected in either said traffic conditions or whenever said current position is not along said selected travel route.

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periodically receiving real-time segment traffic flow rates for said travel segments;

determining average ~~traffic~~ segment traffic flow rates for said travel segments for differing time periods for each of said travel segments; and

recalculating said selected travel route to provide a new travel route, said new travel route being based upon said real-time segment traffic flow rates and said average segment traffic flow rates whereby said real-time segment traffic flow rates are used in determining new nearby travel segments which are nearby said current position of said vehicle and said average ~~traffic~~ segment traffic flow rates are used in determining new distant travel segments which are nearby said destination.

26. (Currently Amended) The method as set forth in claim 25 and further including interpolating between said real-time segment traffic flow rates and said average segment traffic flow rates to provide interpolated traffic segment flow rates whereby said interpolated traffic segment flow rates are used in determining new travel segments which are between said nearby travel segments and said distant travel segments.

27. (Previously Amended) The method as set forth in claim 26 wherein said current position information is received from a global positioning system (GPS) on a continuing basis.

28. (Original) The method as set forth in claim 25 wherein said recalculating is accomplished using said current position as a starting point for said new travel route.

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17. (Previously Cancelled).

18. (Previously Cancelled).

19. (Previously Cancelled).

20. (Previously Cancelled).

21. (Previously Cancelled).

22. (Previously Cancelled).

23. (Previously Amended) The method as set forth in claim 29 wherein said recalculating is accomplished only whenever said predetermined changes exceed a predetermined threshold value.

24. (Previously Amended) The method as set forth in claim 23 wherein said recalculating is accomplished only whenever said changes exceed said predetermined threshold value for a predetermined period of time.

25. (Currently Amended) A method for automatically updating a selected travel route for a vehicle from a current position of a vehicle to a predetermined destination, said method comprising:

determining said selected travel route, said selected travel route comprising a series of travel segments along said selected travel route, said selected travel route being based upon a first set of segment traffic flow rates for said travel segments;

receiving current position information related to a current position of said vehicle;